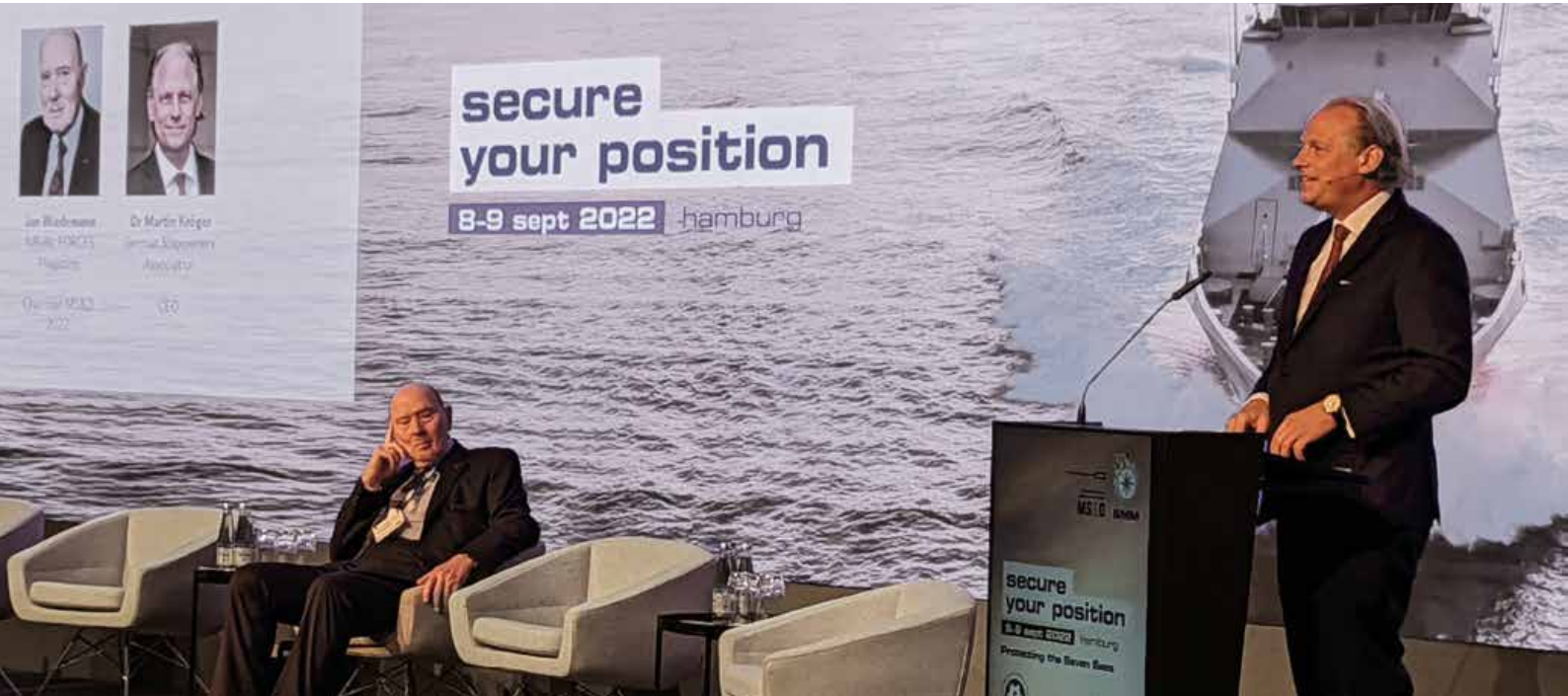


Daily News

No 4 | 9 September 2022



Piracy should be met with a “united... strong... and effective response”, Dr Martin Kröger said

Source: Charlie Bartlett

VDR’s Kröger highlights perils of the sea

Speaking to an audience of highly decorated naval personnel at the Maritime, Security and Defence conference yesterday, Dr Martin Kröger, head of the German Ship-

owners’ Association, implored the international naval community to return to a sense of shared duty, maintaining “innocent passage” of merchant ships around the world.

Dr Kröger recounted the journey of an “imaginary ship,” illustrating along the way the various threats and challenges to navigation, on its way to Europe. >

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“If our containership had arrived in Shanghai in April this year, it would have faced a city in one of the most severe covid lockdowns in the world,” he said.

Leaving the Port of Shanghai, severely delayed, the vessel entered the congested waters of the Taiwan Strait. “It is one of the busiest waterways in the world ... merchant shipping has experienced military escalations since the 1950s. It is a reminder that freedom of trade is scarce, and can change any minute,” Kröger said.

As the ship approached the Strait of Malacca – “one of the most dangerous waters” – the crew welded shut holds and doors in preparation for a pirate attack. “We maintain all-round lookout using thermal imagery, optics and night vision. We place razor wire around the ship’s deck.” “One may ask, why did we not employ private armed guards on our vessel? A merchant vessel, sailing through territorial waters, and the exclusive economic zones of states, it would not be an innocent passage.”

Sailing into Somali waters and the Gulf of Aden, the vessel remained unmolested thanks to “international task forces, under coordination of the United Nations, the EU and NATO... *[which] took up their responsibility and intervened with a strong and effective response.”

However, audiences were reminded that it is a tenuous peace: “The collective cost of ransom money, military protection, and cargo insurance resulted from piracy was estimated to have been between USD 7 and 12 billion.”

The joint Naval task force in Somalia “was the first time since World War Two that all five permanent members of the UN security council deployed forces on the same side,” as well as including, among many, “Indian and Chinese naval ships.” Kröger praised the intervention as “a rare show of unity,” and “a great success” in reducing piracy off Somalia to almost nothing after 2016.

“We are now entering the Suez Canal,” he continued. “If the day is 23rd March 2021, this would be most unfortunate, because around 7:45 in the morning, the 20,000teu *Ever Given*... blocked the Canal for six days... [and] caused a backlog of 450 ships.”

“In 2013... the containership COSCO Asia was sailing through the Suez Canal... when two rocket propelled grenades were fired on her from the shore of the Canal.” But the ship was not home safe as it entered European waters, being exposed to the Mediterranean migrant crisis, which has involved “over 1,000 merchant ships ... in migrant aid and rescue operations. [They] generally have a small crew and are not configured to carry, feed, or care for as many as 500 people at the same time.”

“All it takes to imagine what can happen to a container ship as it makes its way from Asia to Europe. I challenge you, the good and the great of maritime security, to work with the shipping industry... and work together. Let’s rebuild the global maritime security community of shared responsibility, shared values, and shared benefit.”



› DAILY VIEW

Don't miss the Daily View - our team of reporters will broadcast highlights from this year's SMM in an exciting daily video.

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First emission-free cruise ships ordered in Portugal

Portuguese shipbuilder West Sea will soon start work on the first in a series of completely zero-emission cruise vessels, after signing a Letter of Intent (LoI) with Northern Xplorer (NX), a new Oslo-based cruise company which aims to offer fully sustainable cruise travel.

The first 250-passenger cruise vessel, as yet unnamed, is expected to be delivered from West Sea's Viana do Costello shipyard in 2025. "This is a new milestone on our journey towards emission-free cruising. Having approached yards worldwide for tenders, we're delighted to be embarking on this exciting project with West Sea," said Northern Xplorer founder and CEO Rolf Sandvik. "They are a modern, professional yard with a good track record. It's great to be here at SMM for the signing alongside our technology partner, ABB, whose expertise has been key to developing the concept of this pioneering vessel."

The new vessel design follows the construction of hybrid passenger vessels, *Vision of the Fjords* (2016) and *Future of the Fjords* (2018), providing cruises in the UNESCO World Heritage Fjords Geirangerfjord and Nærøfjord. The two vessels were constructed by Norwegian specialist builder Brødrene Aa and are designed for emissions-free cruising in certain locations. However, from 2026, new regulations from the Norwegian Government will prevent emissions of any kind along the length of these scenic waterways. This will mean that the hundreds of cruise vessels with voyages that include these waters will be prevented from sailing there.



Source: Charlie Bartlett

Shake on it: West Sea's Vitor Figuerido and Northern Xplorer's Rolf Sandvik seal the deal

Sandvik told the audience at yesterday's signing event that the Northern Xplorer vessel design could be used for at least ten new ships. It will leap-frog the Norwegian Government's requirements by providing emissions-free sailing over entire voyages, navigating coastal routes as well as fjords with no emissions. The vessel will operate on a mix of battery-electric and hydrogen-fuelled propulsion.

"[Cruising is a holiday] product that no-one needs – no one needs to go on a cruise," Sandvik declared. "But we need to create solutions for these problems. Precisely because the cruising industry is such an unnecessary product – it needs to take the first step towards zero emissions."

"Discerning travellers want to cruise with a clean conscience, and with this groundbreaking green ship we aim to cater to that strong demand," he added. "So we sincerely hope this is going to push the market forward toward zero emissions."

Norway is particularly well-suited for this sort of vessel, given the country's abundant supply of renewable hydropower and its mature network of shore power systems. These will enable the vessel to be refuelled with clean electricity.

ABB will provide the electric drivetrain, battery, and hydrogen fuel cell necessary to sail with zero emissions. While hydrogen storage is renowned for taking up large volumes of space, the improved propulsion efficiency afforded by fuel cells – capable of approaching 60%, in some cases – means that the fuel will be better utilised. Sandvik also told Schiff&Hafen that the proposed battery pack for the design would be at least 40MW.

"We are very happy on behalf of Northern Xplorer, and it has been an honour to contribute with our expertise to this pioneering project aiming to prove the viability of eco-friendly cruise operations using zero-carbon fuel," said Jorulf Nergard, vice president Business Development, ABB Marine & Ports.

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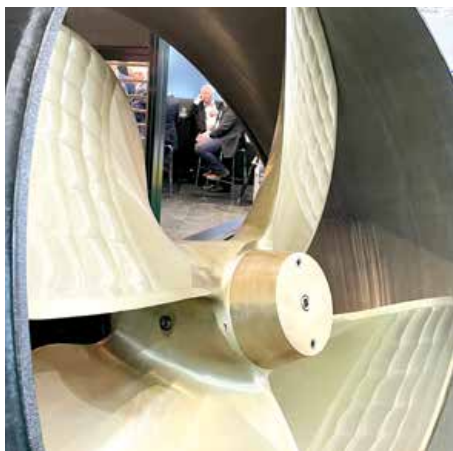
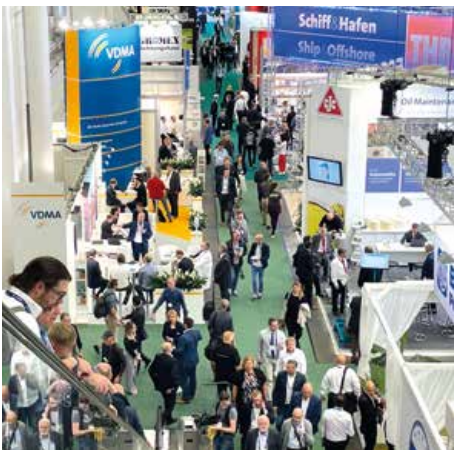
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Source: Schiff&Hafen



Viking vice president Benny Carlsen (left) and product manager Lasse Boesen show off the HydroPen

Source: Charlie Bartlett

Viking demonstrates HydroPen after major Maersk deal

Viking's HydroPen, a fire-fighting device designed to tackle fires inside containers, has the rare distinction of being both a popular purchase for shipowners, and well ahead of existing regulations – something virtually unheard of for safety equipment, Viking senior vice president commercial, Benny Carlsen told Schiff&Hafen. “We almost always sell our products according to what is required by regulation, but in this case, owners saw the value of our product themselves,” he said.

In 2016, new regulations required ships to carry a water mist lance, a narrow nozzle designed to disperse water over a wide area rather than as a single jet. But the process of fighting a fire inside a container is outlandishly dangerous.

It requires a seafarer to stand in front of the container, which could be red hot to the touch, and depending on the cargo, could explode at any moment, and make a hole in the container through which to insert the lance, either using a spiked sledgeham-

mer or a drill. If they are lucky, the container will be at deck height – but if it is higher up in the stack, a crew member will also have to climb a ladder to get to it, assuming they can reach it at all.

HydroPen uses the water pressure from the ship's existing hose, to turn a wheel and a bit, drilling into the container. From there, water can be blasted inside. While it requires at least one crew member to install it on the outside of the container, the crew can stand well back while the hole is being drilled. It also features a telescoping pole for deploying the system high up in a container stack.

“This is a big problem, because as we know, cargo is not always declared as it should be,” said Carlsen. “So the crew doesn't know what is in there.”

Maersk, which last month signed an agreement to equip all of its container vessels with HydroPen systems, is well aware of the damage that fires can do, after five crew died and three holds full of containers were lost, and general average declared on *Maersk Honam* in 2018. “Maersk have conducted their

own internal tests – asking the crew to test it, use it on board,” explained Lasse Boesen, Viking Global PPE & Trade manager, and product manager for HydroPen.

The next big area for firefighting equipment will be on car carriers, Boesen said. Proposals for dealing with this involve a fireproof bag to throw over the car, akin to a fire blanket; but there are also devices on the market which can slide under the car, pierce the battery pack, and blast water into it. “We are looking into it,” said Boesen.

Viking told Schiff&Hafen that it had also sold HydroPen systems to land-side fire services, including installing them on two fire-trucks built in Germany bound for Jebel Ali. The need for container firefighting systems has grown, Carlsen said, thanks to widespread electrification: “There are so many batteries in containers now,” he said. “Battery fires take so much longer to put out.”

Viking Life-Saving Equipment A/S at SMM: Hall B1.EG / Stand 504



Wiska is showing off several new products at its booth at SMM

Source: Evers/Schiff&Hafen

High-performance LED multipurpose luminaire

Wiska Hoppmann is specialised in electrical equipment, lighting products and CCTV video surveillance for trade, industry and shipbuilding.

During SMM, the company highlights several new products. One of them is the new non-metallic LED multipurpose luminaire 4010 with a luminous flux of 1,200 up to 7,200 lumens (lm) and a lifetime of 100,000 hours. In addition to the long standard version measuring 775mm, there will be a short 495mm version

available. The high-performance lighting system comes with an option for battery backup, is corrosion-free and easy to install.

Furthermore, Wiska is expanding the existing product range with a LED version. With its new casing, it can be used as a searchlight or floodlight and offers endless rotation, stepless speed control, home and booster function and can be used within a product range of minus 25°C to plus 45°C. The LED innovations

are rounded off by a new high-lumen output version of the floodlight 5000. In addition, the new CCTV camera series offers a new design. Due to its newly developed pan-tilt unit, this trendsetting camera station can be rotated through 360°. Featuring a compact design with an internal connection compartment and no external cables, the new series replaces the previous stainless-steel range.

Wiska Hoppmann GmbH at SMM:
Hall B6 / Stand 212

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Datastforms – new app for smart data management

In a world awash with data, making the most of what's available is essential for effective corporate operations. Datastforms, new software from systems engineering firm, Van Loenen Consultancy, opens up a wide range of opportunities for 'smart' data management. Head of the company, Martin van Loenen, outlines some of the features of Datastforms, but emphasises that the software can be customised to meet specific requirements.

The software supports a company's existing work processes, van Loenen explains, rather than stipulating new ones. Do you need to know whether your Excel files contain errors, he asks. Just upload them and get an answer right away. Do you want to make the data of your entire project available to your team or your entire company? Everything is possible, he declares. Maritime processes can be made cheaper and more successful through smart data management and van Loenen describes Datastforms as the most versatile data management software for the maritime sector. In an industry undergoing some fundamental changes, including digital transformation and an accelerating drive for more sustainability, effective data management is essential, he declares.



Blauere Stunde at SMM: networking and mingling in hall B6 organised by the German Association for Marine Technologies (GMT) and the Maritimes Cluster Norddeutschland (MCN)

Source: Bosch/Schiff&Hafen

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New corvette design – Seaguard 96



Source: Bosch/Schiff&Hafen

German Naval Yards unveils new design in time for this year’s SMM

German Naval Yards Kiel GmbH has unveiled its new corvette design, Seaguard 96, at SMM this week. The vessel, built

in close collaboration with the ship-builder’s sister yard CMN, has a range of new features.

The 96m-long corvette, with a beam of 13.5m, has a displacement of about 2,000 tonnes and accommodation for 60 personnel. The propulsion and power setup is based on two diesel engines, controllable pitch propellers and four diesel generators. The corvette has a speed of 28 knots and a range of more than 4,000 nautical miles. The hull form was developed from a proven CMN design with an innovative slim bow to improve seakeeping and fuel efficiency. The superstructure features a modular steel design, with an integrated main mast as well as a helicopter platform with hangar. The vessel is capable of performing a full range of naval operations. It is equipped with the latest generation of operating technologies, including a 3D radar and a full range of weapon systems. Sensors for air and sea defence can be customised.

German Naval Yards Kiel GmbH at SMM: Hall B4.EG / Stand 213M

ZF launches hybrid version of AT 80

German engine firm, ZF, continues with its electrification strategy with the launch of a hybrid version of the ZF AT 80 thruster, suitable for a wide range of workboats, tugs, ferries and offshore vessels.

The thruster is capable of operating entirely on electricity but can also be used as a booster to provide more speed. The hybrid setup also enables a vessel’s power to be split between diesel engine and electric motor – in the case of a fire-fighting vessel, for example. ZF’s Andre Körner, head of Product Line Commercial & Fast Craft, commented: “Providing green driveline solutions is a core goal and competence across our whole group, from automotive to marine technology and everything in between. The new hybrid AT 80 thruster closes the performance

gap in more sustainable propulsion for a wide array of vessels.” Describing the hybrid AT 80 as a preview of its new systems, ZF said that it is updating its entire AT range of marine propul-

sion systems, with thruster sizes and performance ranging from 100 to 2,500 kW.

ZF Friedrichshafen AG at SMM: Hall A3 / Stand 219



The ZF AT divides propulsion between engine and electric motor

Source: Bosch/Schiff&Hafen



From cruise ships to automatic driverless ships, Minimax covers the entire supply chain for fire protection systems Source: Evers/Schiff&Hafen

Broad portfolio of customised fire protection systems

Minimax GmbH will present its latest product range for on-board fire protection at SMM.

Technically complex improvements, such as alternative engines to reduce emissions or the storage of electrical energy, pose new challenges in fire protection. From cruise ships to automatic driverless ships, Minimax covers the entire supply chain for fire protection systems and ensures that the units are state-of-the-art and work reliably.

Whether fire detection systems, gas, foam, powder, low-and-high-pressure water mist fire extinguishing systems for all on-board applications, the company's expert teams work together with the customer to provide the most suitable fire protection systems. This is done in accordance with the safety regulations of international classification societies as well as of SOLAS and IMO recommendations. Here Minimax takes over the acceptance of the components as well as the

submission of the documentation to the classification societies.

The installation of the customised fire protection systems by specialist engineers and the commissioning of the systems on the ship, followed by a thorough inspection, maintenance and servicing are also part of the service offered by the fire protection specialist.

Minimax GmbH at SMM:
Hall A1 / Stand 227

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NOW GmbH
Room St. Petersburg / Conference Area A</p> |
| <p>09:00 MariMatch at SMM
Enterprise Europe Network
Hall B4.0G</p> | <p>10:25 Career Forum
Opening and speaker slots
Digital Transition Stage / Hall B6</p> |
| <p>10:00 Young NMT Champagne breakfast
Netherlands Maritime Technology
Stand 508 / Hall B7</p> | <p>11:15 Panel IV – Maritime Technology
MS&D Conference Session
Room Chicago / Conference Area A</p> |

All dates at SMM including Speaker Slots on the Digital Transition Stage, Green Transition Stage and Cruise & Ferry Stage:



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Evac unveils upgraded waste water plant



The new version filters up to 99% of microplastic particles
Source: Evac Group

Finland-based Evac has introduced a new mid-sized version of its Evac Membrane Bioreactor (MBR) waste water treatment plant suitable for a range of ship types and other offshore assets.

The system filters up to 99% of microplastic particles and includes an option for nutrient removal. The result is water of a quality that can either be reused or further processed on board a vessel, the company said.

The latest plant, with a 50% reduction in footprint compared with its predecessor, has stainless steel tanks which require no coatings, an improved membrane cleaning system, and upgraded sensors and piping arrangements for safer and easier operation. Sustainability, operational efficiency and low maintenance requirements have been priorities in the design upgrading process.

Product Line manager, Alejandro Álvarez Camino, said: “Our ambition is to drive the development of our water and waste management technologies to perform at levels where our customers’ environmental impacts can be pushed down to zero. Dealing with waste requires a joint effort, and together with our customers and partners, we can make it happen – a future with no waste.”

Evac Group at SMM:
Hall A1 / Stand 233

GEA sets out store at SMM

German engineering group, GEA, is demonstrating a wide range of components that will support shipping’s sustainability drive.

A specialist in fuel treatment, bilge water, cooling and freezing, and boil-off management systems, the company’s exhibits include a direct-drive marine separator, environmentally friendly systems for bilge

water treatment, exhaust gas cleaning, gas compression, carbon dioxide liquefaction, and carbon capture in the maritime sector. The company is also displaying refrigerated systems for reefer ships and juice carriers, and screw compressors for LNG-fuelled ships and handling of gaseous ammonia.

GEA Westfalia Separator Group GmbH
at SMM: Hall A3 / Stand 316



Displayed at the booth Source: Bosch/Schiff&Hafen





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Career Edition

Three questions for...

Recruiting young talents for the German shipbuilding industry continues to be of great importance, as a prerequisite to ensure long-term competitiveness. Has it become more difficult today to get young people interested in these jobs? If so, what is the reason?

In terms of vocational training, Germany has an excellent system in place, probably among the best in the world. This is particularly true in shipbuilding, where training is held high also in difficult periods. For the prominent companies in our sector the interest of young people to join them is still quite solid. The products are fascinating and being part of building them appeals to many youngsters. However, the shipbuilding industry is more than our lighthouse members. Talents are needed everywhere throughout the maritime value chain. For smaller companies in particular it is sometimes increasingly difficult to attract promising candidates. In my view, there are two main reasons, which are quite general phenomena: first, interest in natural science and technical subjects needs to be strengthened in our schools and at home. And secondly, we need to pay much more attention to demographic developments ahead. The available workforce in the German labour market is declining and this trend is likely to accelerate in the coming decades.

What is your association doing to support the search for new talents and what would you recommend your member companies to do?

Not enough! For many years the heads of training departments of our members have been committed to working together in the respective VSM body. Likewise, shipbuilding university faculties organise themselves under the VSM umbrella. We engage in various fora and PR Campaigns to explain the opportunities in the sector to the next generation and are also the publisher of the key textbook for the shipbuilding vocational schools. However, business as usual will not suffice in the future. As mentioned, the demographic challenges ahead are very serious. Therefore, we need to develop new methods and new tools to teach but also to work. We need to embrace much better digital means for instance. If companies tackle such ideas individually, it will cost a lot of effort. Therefore, we should build



REINHARD LÜKEN

Managing Director at the German Shipbuilding and Ocean Industries Association (VSM)

our ideas together as a sector and make sufficient resources available for their roll-out. This is also an important task where we should scale up our cooperation in the wider maritime domain. No matter whether you want people to build or sail a ship, teaching them to yearn for the vast and endless sea will be the key.

How important do you consider initiatives such as the SMM Career Market in order to attract and inform young professionals about the versatility of the maritime job options?

The SMM is a fantastic show. All the latest technology is at display. It is therefore a great opportunity to invite as many teenagers and young adults as possible so we can share our maritime fascination with them. I think the industry has not yet fully discovered this potential, but I am sure the awareness will grow fast.

VSM at SMM:
Hall B4.EG / Stand 207



Source: Christophe Sorentti Photography

Ministers and senators at the MCN booth (from left): Jessica Wegener (MCN), Prof. Bastian Gruschka (MCN), State Secretary Jochen Schulte (Mecklenburg-Western Pomerania), State Secretary Julia Carstens (Schleswig-Holstein), Senator Kristina Vogt (Bremen), Senator Michael Westhagemann (Hamburg) and Dr. Niels Kämpny (Lower Saxony) met at the Wednesday reception

Cloud-based IHM platform launched

SMM has provided the forum for launch of Environmental Protection Engineering’s (EPE) HAZDASH, an intelligent cloud-based platform which allows a ship’s Inventory of Hazardous Materials (IHM) on board to be kept fully up-to-date. The new platform, launched this week, ensures regulatory compliance by streamlining the IHM maintenance process for both shipowners and suppliers.

With a number of smart features to improve functionality and information available in real time, shipowners and operators can ensure that IHMs remain up-to-date at ship and fleet levels. They can also access and download required documentation easily, anytime and anywhere.

HAZDASH can be connected to a vessel’s enterprise resource planning (ERP) system so that users can be instantly notified of new orders. Once an order has been placed, the system automatically contacts suppliers to request the required IHM documents. HAZDASH also creates an online library of all incoming Material Declarations and Suppliers Declaration of Conformity with the relevant purchase order information for shipowners to access as required.

Head of the IHM Department at EPE, Dionysios Konidaris, said: “To ensure regulatory compliance and that all hazardous materials on board are correctly documented, it is essential that a vessel’s IHM is properly maintained. In the past, there have been issues around obtaining IHM documenta-

tion, so EPE designed HAZDASH to offer shipowners and suppliers a platform which allows both sides to exchange information securely and ensure IHM-related orders and documents can be accessed and submitted with ease.”

Eleni Polychronopoulou, EPE executive vice president, added: “EPE prides itself on providing customers with solutions which not only support regulatory compliance and efficient vessel operations but protect the environment and ensure crew safety. Identifying, managing, and accurately recording hazardous materials on board are essential to ensure the health and safety of the crew and that the environment is protected throughout a vessel’s operational life and when the time comes for it to be recycled.”

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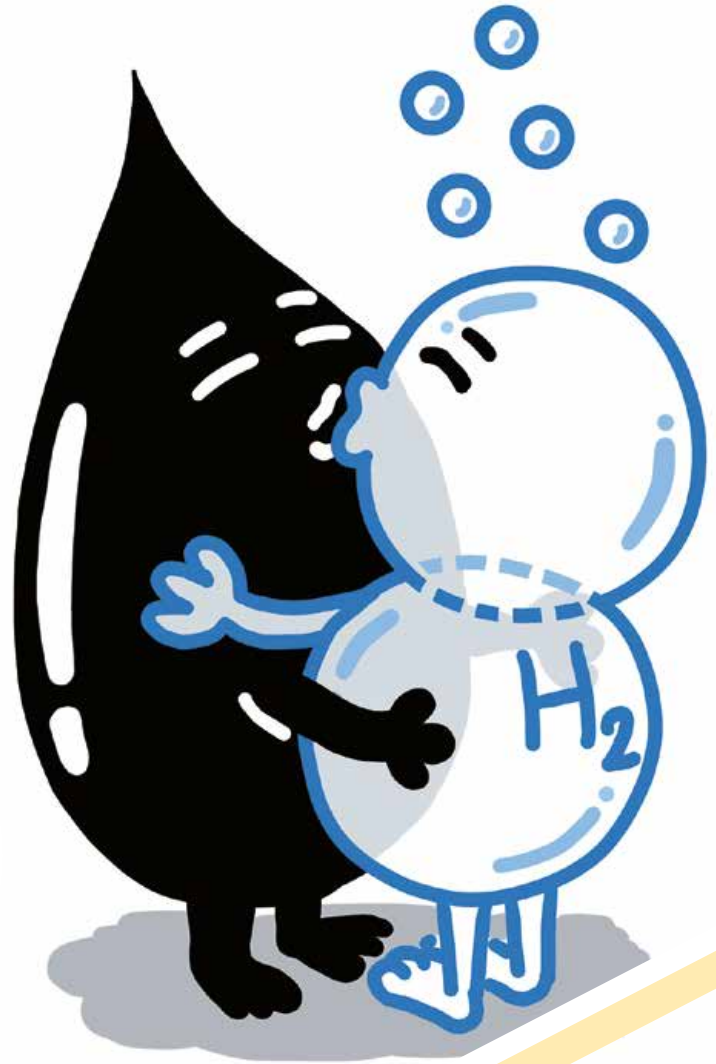
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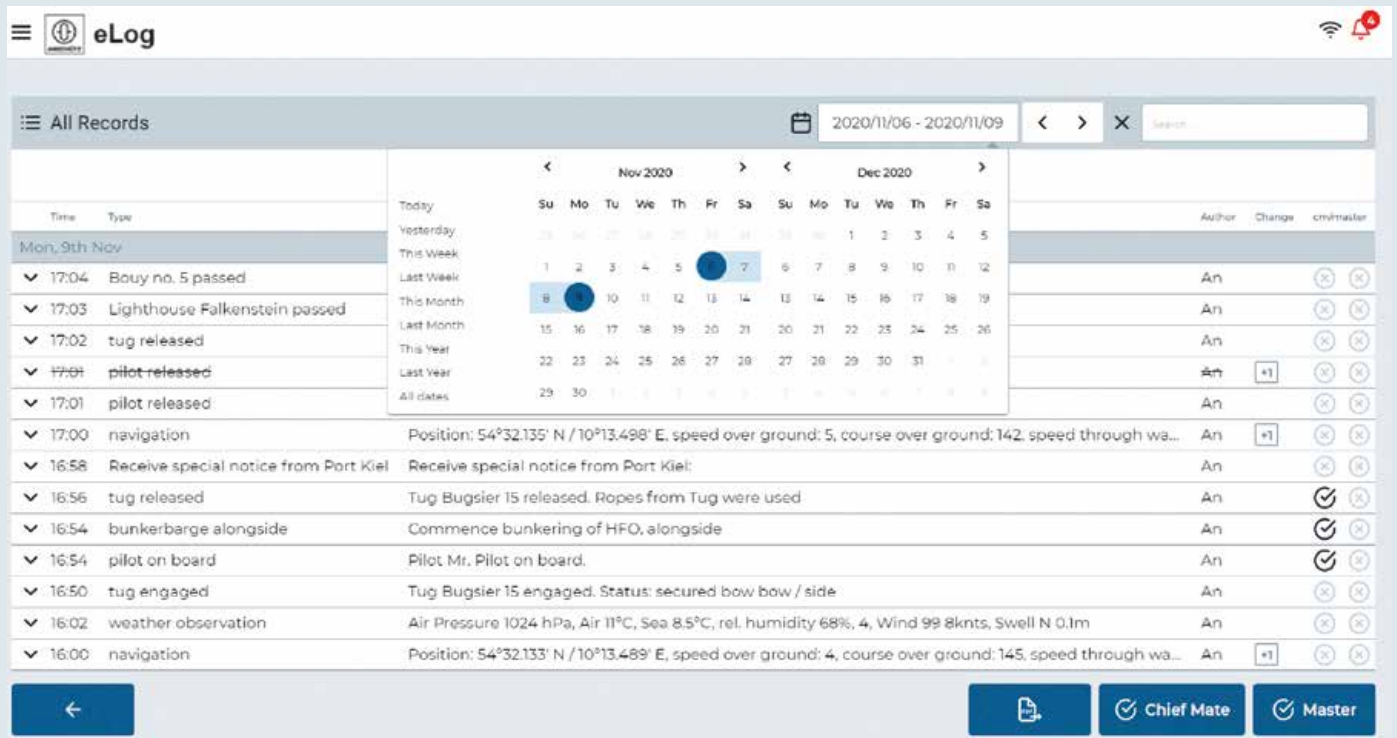


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The electronic logbooks promises accurate record-keeping with less human effort

Source: Raytheon Anschutz

The electronic logbook as a data Service

The electronic logbook provides high-quality, secured documentation of data, eliminates the risk of incomplete or improperly filled logbooks and reduces the workload of the crew on board the ship. Further, transforming numerous manual data processes into a digital chain of data for exchange, processing and analysis could deliver valuable voyage insights in real time for ship owners, managers or even authorities, ports and logistic companies.

The amount of documentation and paperwork associated with traditional logbooks are highly time-consuming for the crew on board the ship and relate to time-pressure and human effort.

Related risks are improper documents, which are vulnerable against authorities, and distraction of the crew, which imposes risk of human error. Ashore, a lot of effort

is required to transform analog data to digital to re-use them in other IT systems or reports.

Electronic logbooks increase efficiency of (on board) processes and make shipping paperless.



No crew needed

Source: Raytheon Anschutz

Anschutz eLog as the new electronic logbook

The Anschutz eLog is a digitised logbook that eliminates the cost and effort of paper logbook logistics while guaranteeing high data quality and global data access via a cloud solution. The eLog complies with ISO 21745:2019 “Electronic record books for ships” and holds several flag state approvals.

As experts for navigation equipment and bridge systems integration, Raytheon Anschutz teamed with the Formularus Verlag when designing the eLog. Formularus has an international reputation for logbooks and reports required in maritime shipping, covering all aspects of documentation on board including environmental and ISPS matters.

Automated data entries and workflow-guided templates

The eLog collects automatic navigational sensor data entries at an user-defined

time interval: position, speed and course over ground, heading. If connected to the bridge network, in addition environmental and own ship navigation data is collected automatically.

Where needed, it simplifies and fastens manual data entries of users on board the ship by easy-to-operate templates with pre-defined values, workflows and links to related events that guide the user to complete the entries (e.g. tugs, pilots). Entries can be made from multiple devices connected to the ship's ethernet or wifi. Each entry is subject to plausibility checks.

Integrity and security of logbook data

A key requirement for logbooks is to ensure that entries are made tamper-proof and that non-authorized access and change to the data is excluded. eLog achieves transparency through the use of personalised, role-based accounts. Changes to the entries and the current state of approvals are continuously documented, supporting data integrity. The electronic approval workflow implements the traditional signature of master and chief mate. All data are stored secured and tamper-proof using Blockchain. Providing a "single view on the truth", Blockchain can be seen as the ideal network to record and track logbook data entries.

Use of digital logbook data ashore

Digital logbook data can be easily evaluated by using simple, time-saving search and filter functions. Beyond this, eLog has also established connections with SOFeXchange to allow the data to be used in real time for statement of facts as well as with the Podium5 voyage informatics platform.

Records entered into the eLog can be automatically captured on the statement of facts and provided to voyage stakeholders in real time. Using the digital data provided by eLog saves time and guar-

antees high-quality port documentation and simplified demurrage claims with substantially reduced work for the crew on board. Moreover, using the digital logbook data then for data analytics enables a broader, more reliable picture of voyage performance, efficiency and other use cases, compiled to guide decisions made by stakeholders like shipowners, ship managers and charterers. The range of connected services and companies is continuously growing.

Six major benefits of eLog

- ▶ Reduce operational risk
- ▶ Full control about a high-quality documentation, at any time
- ▶ Leverage the possibilities from digital data usage ashore
- ▶ Relieve the crew in stressful situations
- ▶ Save effort and cost for paper logbook logistics
- ▶ Use a sustainable solution on the way to paperless shipping

The eLog is a modular product. Moderate initial cost applies for the small gateway computer and the on board installation and licensing. The installation is kept easy and can be done by any technician aboard a ship. Worldwide technical support can be provided as needed.

The basic application is available for an annual subscription fee, as well as any module for the books or reports. Updates are provided as a continuous service.

Free demonstration at SMM and on the internet

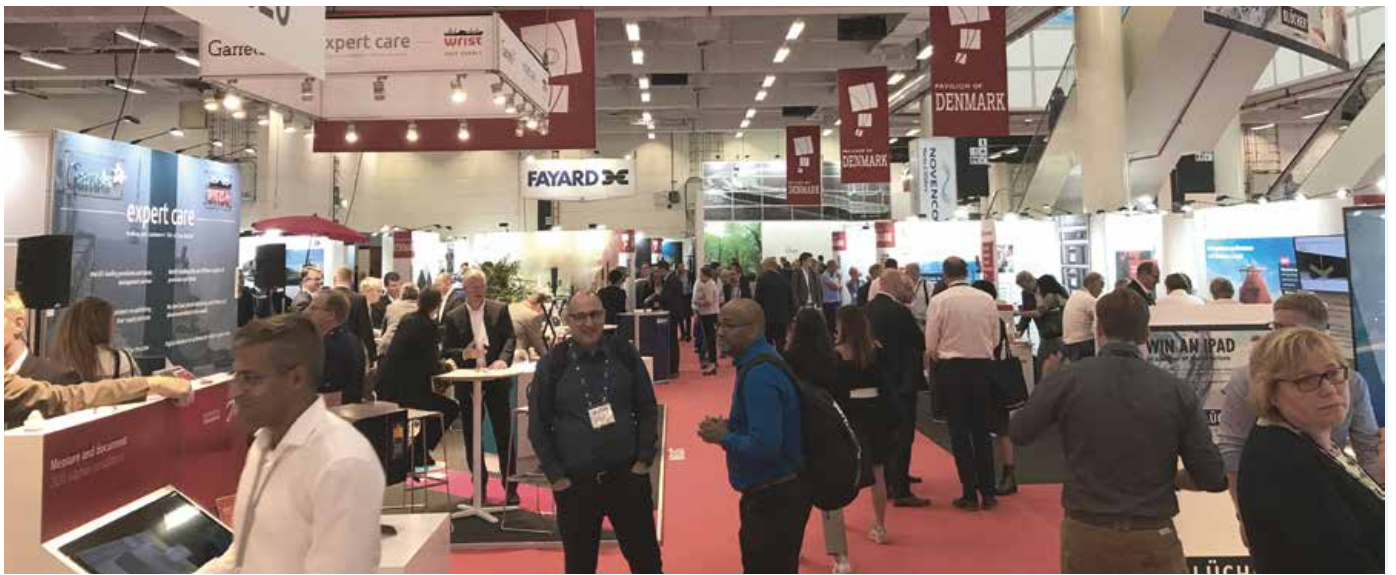
Visitors to the booth of Raytheon Anschutz can experience a live demonstration of the eLog. A free demo access is also provided on the internet via:

www.raytheon-anschuetz.com/eLog

Raytheon Anschutz at SMM:
Hall B6 / Stand 304



Digital Logbook data can be easily evaluated by using simple search and filter functions
Source: Raytheon Anschutz



There were plenty of visitors at the Danish pavilion

Source: Danish Export Association

Major Danish presence at SMM

No fewer than 80 Danish companies have attended SMM this week to demonstrate new technologies and products designed to meet tightening regulations and tackle safety issues. Just like all other attendees, they have been only too keen to get back into face-to-face mode.

“We – at Danish Export – have a long tradition of organising a joint Danish pavilion at SMM, so being back almost feels like visiting an old friend,” said Mie J. Jakobsen, head of Marine at Danish Export Association.

One Danish supplier, in particular, is likely to have attracted plenty of attention – Kjørulf Petersen is a supplier of sensors and condition monitoring systems. A large Danish shipowner, which wanted to tackle the problem of parametric roll to limit container loss overboard, contacted the company.

The two have developed sensors and software that detect and calculate the risk of parametric roll based on a ship’s movements in comparison to speed, acceleration, and course. The new system finished

tests at sea earlier this year and is now to be implemented on many of the shipowner’s largest vessels.

The plug-and-play setup can be installed by a ship’s crew, and only requires power and the internet. The Danish company’s sensing system is likely to have wide appeal to container lines. The loss of containers overboard has become a pressing issue with the recent dramatic increase in ship size.

Pavilion of Denmark at SMM:
Hall B1.EG

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Broad portfolio of compressors

Kaeser products are used for numerous shipboard compressed air applications, beginning with rotary screw air compressors for nitrogen production on gas and chemical tankers as well as dual-fuelled vessels and extending to SCR, working and control air applications. This week at SMM, Kaeser gives deep insights into its maritime product and Service Hub Portfolio (SHP).

When it comes to compressed air on board a vessel, a reliable supply is one of the most important factors. Kaeser Marine Service ensures help is always available in the event of an issue, as well as for regular service intervals worldwide. Globally networked and coordinated centrally from the Marine Head Office (MHO) in Coburg, Germany, Kaeser service specialists are available if needed at the next port of call, as soon as the ship has berthed.

Kaeser Marine service engineers, service technicians and spare parts can be despatched whenever and wherever they are needed, to guarantee safe operation aboard vessels anywhere in the world. In order to keep compressors and dryers continuously operating as reliably, effectively and economically as possible, the enterprise offers specially designed prod-



Kaeser Marine service engineer on the job

Source: Kaeser Kompressoren SE

ucts, service kits and service intervals for marine applications and requirements. Kaeser compressors need only four different service kits – A, B, C and D – throughout their whole lifecycle. These kits contain

such items as filters, cartridges or components, depending on the service required.

Kaeser Kompressoren SE at SMM: Hall A3 / Stand 114

Perform better, perform now

The Performance Reporting System for engines and fleets, taking care of precise, comprehensive monitoring and effective fuel reduction: Start to create individually designed reports fitting your needs and connect to all other systems in use.

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**MARPRIME
ULTRA**

Additional device: user-friendly cylinder pressure indicator.



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All-round ship and fleet management system

CODie supports companies in the maritime business and the maritime supply chain in initiating and implementing future-oriented technologies and processes. At SMM the company highlights its youngest product. The new mmc (maritime-management-centre) – a modern digital assistant that automates routine tasks, streamlines operations, and supports everyone involved in ship operation and management.

Mmc is an all-round ship and fleet management system. It covers all working areas in the day-to-day ship operation like planned maintenance systems (PMS), asset management and ship stores, procurement and purchasing, crew management and payroll,



View of the mmc dashboard

document control (ISM, TMSA), fleet reporting and performance monitoring, ship inspection and survey, drydocking, claims management, and newbuilding supervision.

The shore system uses the cloud and can either be operated in-house or online. Each ship has an autonomous system on board, ensuring that the fleet is always fully operational, even when offline. An intelligent, self-optimising data transmission ensures that data are available where they are needed, without user interaction. Modern, future-proof development systems and database concepts ensure that processes and procedures can be streamlined and optimised over the long term. A team of software and shipping experts supports customers in software implementation and operation.

CODie software products e.K. at SMM: Hall B6 / Stand 420

Source: CODie software products e.K.

Data to enhance cylinder monitoring

ExxonMobil is teaming up with Palantir Technologies so that its engine lubrication data can be integrated into Palantir's Foundry digital platform to enable improved data analysis.

The outcome will be improved and more detailed insights into vessel operations by including a much greater range of historical data that will help to protect engine components from premature wear, the companies said. Improved analysis is becoming increasingly important as a wider range of ships' fuels are adopted.

“The collaboration with Palantir Technologies has allowed us to significantly enhance the power, precision, and speed of our Mobil Serv Cylinder Condition Monitoring solution, said Ioannis Chatzakis, Global Marine Technology Program manager at ExxonMobil. “Vessel operators will be able to use this data for their own analysis within the platform and connect to existing vessel management platforms to help to holistically manage fleet operations and improve overall efficiencies.

ExxonMobil Marine Limited at SMM: Hall A3 / Stand 212



More detailed insights at the booth

Source: Bosch/Schiff&Hafen



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Shell and Kongsberg sign digital collaboration MoU

Kongsberg Digital (KDI) is working with Shell Marine to develop joint strategies for increasing the uptime of customer assets.

The MoU, which the companies say will accelerate decarbonisation, combines Shell's body of knowledge through its Digital and Technical Services with Kongsberg's digital infrastructure. Kongsberg has for some

Source: Kongsberg Digital



Henning Walstad, Area Director, EMEA, Kongsberg Digital; Anders Bryhni, Vice President Applications, Digital Ocean, Kongsberg Digital; Kenny Zhang, GM, Shell Marine Lubricants; Marcus Schäfer, General Manager, Services & Technical, Shell Marine

time provided digital twin services for Shell assets including the Nyhamna Gas plant in Norway.

"Shell and Kongsberg have long worked closely to optimise vessel efficiency and operations, and I am pleased that this MoU further underscores this collaboration," said Marcus Schaerer, GM of Services & Technical at Shell Marine.

"The energy transition for the maritime sector will involve new types of fuel, new technology and new ways of working, as the industry pushes towards decarbonisation," said Anders Bryhni, VP Digital Ocean Applications in Kongsberg Digital. "KDI and Shell both see the urgent need to support their maritime customers through the energy transition. In the short run, the marine industry needs to operate vessels in a more efficient manner through increased uptime and reliability, while ensuring environmental competence."

Kongsberg Digital at SMM: Hall B6 / Stand 104

WinGD wins engine integration contract

WinGD will integrate energy systems on two 7,000 unit K-Line pure car and truck carriers (PCTCs). The propulsion systems include WinGD X62DF-2.1 engines in combination with shaft generators.

Using WinGD's X-EL management system, the propulsion system will be able to adjust power output dynamically according to the propulsion requirement, while also keeping the engine running close to optimally-efficient RPM.

WinGD gives, as an example use case for X-EL, using the shaft generators in power-take-in mode to boost propulsion power, providing enough power while burning LNG without having to switch to diesel. K-Line expects the two new vessels to reduce emissions by as much as 30% compared with its previous generation.

WinGD at SMM:
Hall A3 / Stand 108

Tototheo opens Bremen office

Maritime satellite communications company, Tototheo Maritime, has opened a new German office in Bremen.

The Cyprus-headquartered company has chosen Germany, given its significance

to the maritime industry and its technology-focused and sustainable approach to business, the company said in a statement. The new office will support customers and help them adopt strategies to deliver safer, more efficient, and sustainable operations.

Tototheo provides digitalisation systems, communications, navigation and general bridge equipment. It offers turnkey systems for new installations, retrofits, annual service contracts, and vessel IT support, allowing customers to focus on the main aspects of their business.

September 6th-9th

Meet the Press

Every show day at SMM
Between 12:30 and 13:30 at the DVV Media booth Hall A1 / Stand 529

Schiff&Hafen **Ship&Offshore**



Source: Mediaserver Hamburg/Ingo Boelter

Dock workers used to eat here: the restaurant “Oberhafen-Kantine” is famous for its fresh and hearty dishes

The favourite places of the editors

As an editorial office based in Hamburg, we are of course particularly proud of our city – and share our very personal tips.

1. Lühmanns (luehmanns-teestube.de): The stylish tea room with a British touch is an institution in Blankenese and the ideal place to relax after a climb through the Treppenviertel, the “hood of stairs”. The homemade pies and scones with clotted cream are terrific.

2. Harrys Hamburger Hafenasar (hafenasar.de): Opened in 1952 as a coin and stamp shop by a seaman, his customers were mainly interested in the exotic masks and souvenirs, which were actually intended as shop decorations. As more and more

sailors supplemented their wages by selling souvenirs from all five continents to Harry, an impressive collection developed. After several moves, the bizarre bazaar can now be found on a floating crane in HafenCity.

3. “The Mystery of Banksy - A Genius Mind” (mystery-banksy.com): The blockbuster exhibition can be seen in Hamburg’s Mönckebergstraße in a former department store until October. The show displays more than 150 replicas of the works of the street art superstar - including graffiti, photographs, sculptures, video installations and prints.

4. Oberhafenquartier (der-oberhafen.de): Artists, set designers, media professionals, the Hanseatische Materialverwaltung – the

central contact point for props in Hamburg – and a parkour hall have settled in the extensive area of former warehouses. In the warped “Oberhafen-Kantine” (oberhafenkantine-hamburg.de), where the dock workers used to get their meatballs, the kitchen still serves fresh and hearty dishes.

5. Café Gnosa (Lange Reihe 93, 20099 Hamburg): In St. Georg, poverty and prosperity exist side by side. Street prostitution, mosques, Turkish supermarkets, fine restaurants, luxury hotels, artists and queers – all this is St. Georg and the Lange Reihe is its lifeline. Since the 1950s, the Café Gnosa has known about cakes of the opulent kind. And even if the zeitgeist has changed: in the favourite café of the queer scene you can still sin.



Each night at 9pm free water light concerts are performed at the park lake in “Planten un Blomen”

Source: Mediaserver Hamburg

6. Deutsches Schauspielhaus (schauspielhaus.de): The traditional building opposite the main train station is known for modern, often provocative staging that forms an interesting contrast to the baroque pomp of the interior. Well-known directors such as Gustaf Gründgens, Peter Zadek or the current artistic director Karin Beier have shaped the theatre and made it known far beyond the borders of Hamburg. The performances of the “Junges Schauspielhaus” are also well worth seeing.

7. Water light concerts in Planten un Blomen (plantenunblomen.hamburg.de/wasserlichtkonzerte): One of the

most traditional free events in town – until mid-September, the famous water light concerts take place every evening at 9pm in a romantic atmosphere at the park lake.

8. Le Lion (Rathausstraße 3, 20095 Hamburg): Near the Rathausmarkt is Hamburg’s most open secret, and a parallel world like a film set from David Lynch. The 1920s-style bell bar promises discretion and sophisticated drinking culture. This is where the Gin Basil Smash was invented.

9. Ponton Entenwerder (entenwerder.com): In the east of the city, one of the coolest places to enjoy the sunset was

created on a pontoon. Retro folding chairs, old coffee house furniture and parasols are spread out between two containers, next to it sits a huge golden pavilion that you can climb. The favourite spot on the Elbe for many.

10. Boberger Niederung (loki-schmidtstiftung.de/boberg): Dunes, dazzlingly bright like in the desert – an insider tip for fashion photographers, on a par with the Seychelles, Maldives, and Bahamas. Plus moor, marsh and heath – no other Hamburg nature reserve is as diverse as this area in the east. Visitors can explore the different landscapes on themed hiking trails.



The traditional theatre Deutsches Schauspielhaus is located next to the central train station and is known for modern, often provocative staging

Source: Mediaserver Hamburg/Andreas Vallbracht



The bar Le Lion is said to be the place where the Gin Basil Smash was invented

Source: Mediaserver Hamburg/James Davidson



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